

# Spring Valley



Bancroft Drive (south)



Troy Street (west)



Kenwood Drive/State Route 94

## Overview

The proposed CE Road Network for Spring Valley relies exclusively on existing or planned roads. When tested against the GP2020 Draft Land Use Map, the proposed network produces an acceptable level of service on most roads. Minor exceptions remain at freeway interchanges and in locations where road widening would heavily impact existing development. In most cases, staff recommendations were supported by the Spring Valley Planning Group.

Removal of the State Route 54 freeway is a major proposed change to the CE network in Spring Valley. Staff recommends its removal because Caltrans has no plans to construct this facility, and because GP2020 traffic models failed to demonstrate a need for its construction within Spring Valley. Both the Spring Valley and Valle de Oro communities support the deletion of State Route 54 from the CE network.

## Planning Group Preferences

The Planning Group does not support widening roads within their planning area beyond their currently built condition. This preference is consistent with the proposed CE network except for Bancroft Drive and Troy Street (See Nos. 1 and 2 in the Matrix).

## Key Issues

### *Caltrans*

The construction of State Route 54 as shown on the current Circulation Element would require the re-alignment of Jamacha Boulevard with grade separated interchanges. Caltrans indicated to the County that no funding is allocated for the construction of State Route 54. The route is not included in the SANDAG 2030 Regional Transportation Plan (RTP), and Caltrans is currently in the process of selling its excess right of way along the proposed State Route corridor.

*Connectivity*

A proposed local road connection from Pointe Parkway to the Highlands Ranch Specific Planning Area was eliminated because: 1) the related subdivision for the specific plan proposes private streets; 2) two existing gates across Pointe Parkway effectively truncate any possibility of a local public road connection for the Dictionary Hill area.

*Community Character*

- Spring Valley is primarily a built out community. Widening roads in the older commercial/industrial areas could be problematic where existing development is adjacent to the right-of-way.
- Minor LOS E conditions were accepted where road widening would impact existing development and where redevelopment is not anticipated.

*LOS E/F Deficiencies*

The majority of the LOS deficiencies for Spring Valley are directly attributed to freeway interchanges for State Routes 94 and 125. Four freeway interchanges have been identified with LOS E or F. These LOS deficiencies can be mitigated by the implementation of operational improvements. All State highway related improvements will require inter-jurisdictional coordination between San Diego County and Caltrans.

**Board Alternative Map  
Network**

A separate CE road network is not recommended for Spring Valley.

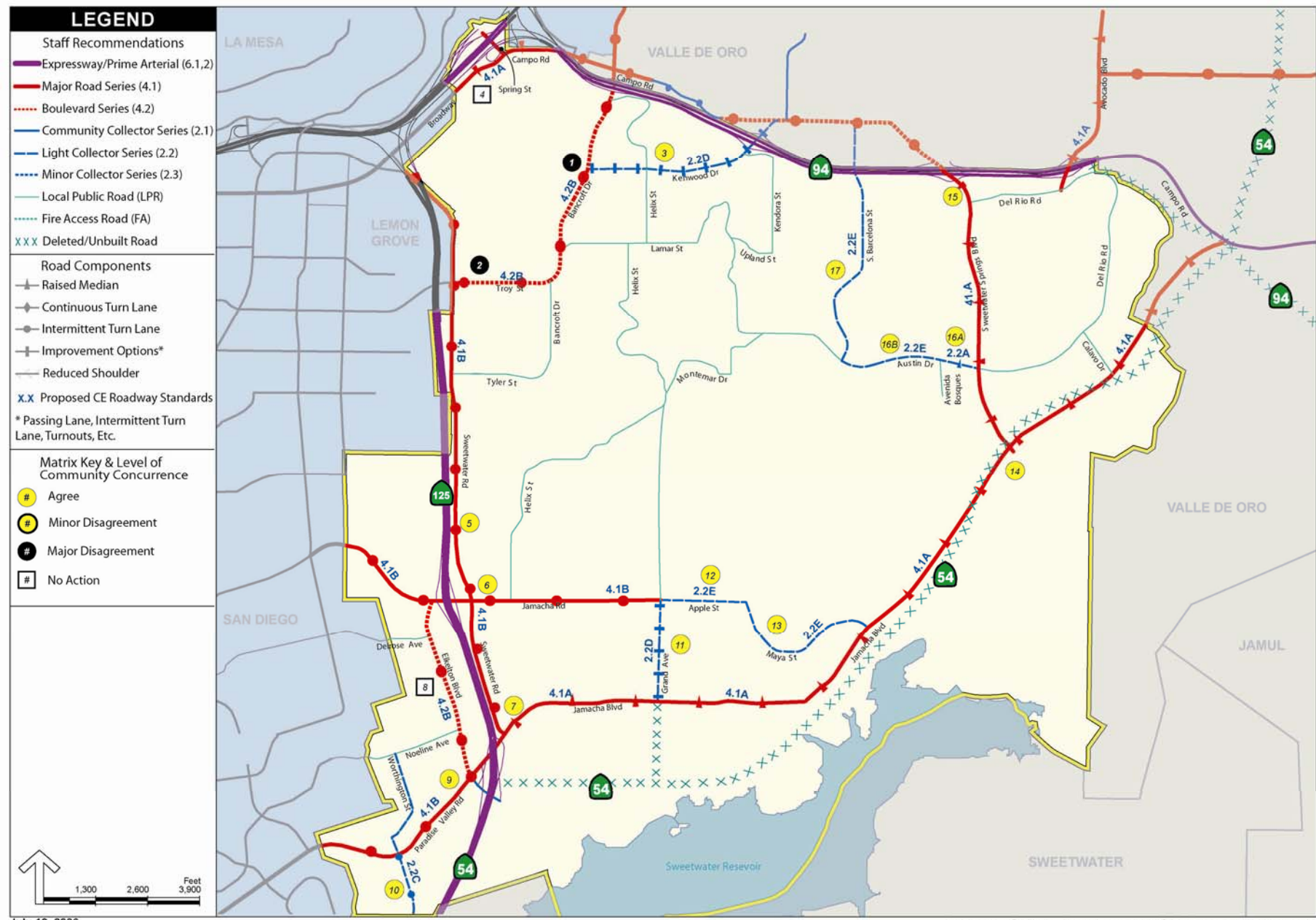


Figure SV-1: Proposed CE Road Network



**Figure SV-2: Level of Service and Average Daily Traffic Volumes - Proposed CE Road Network**



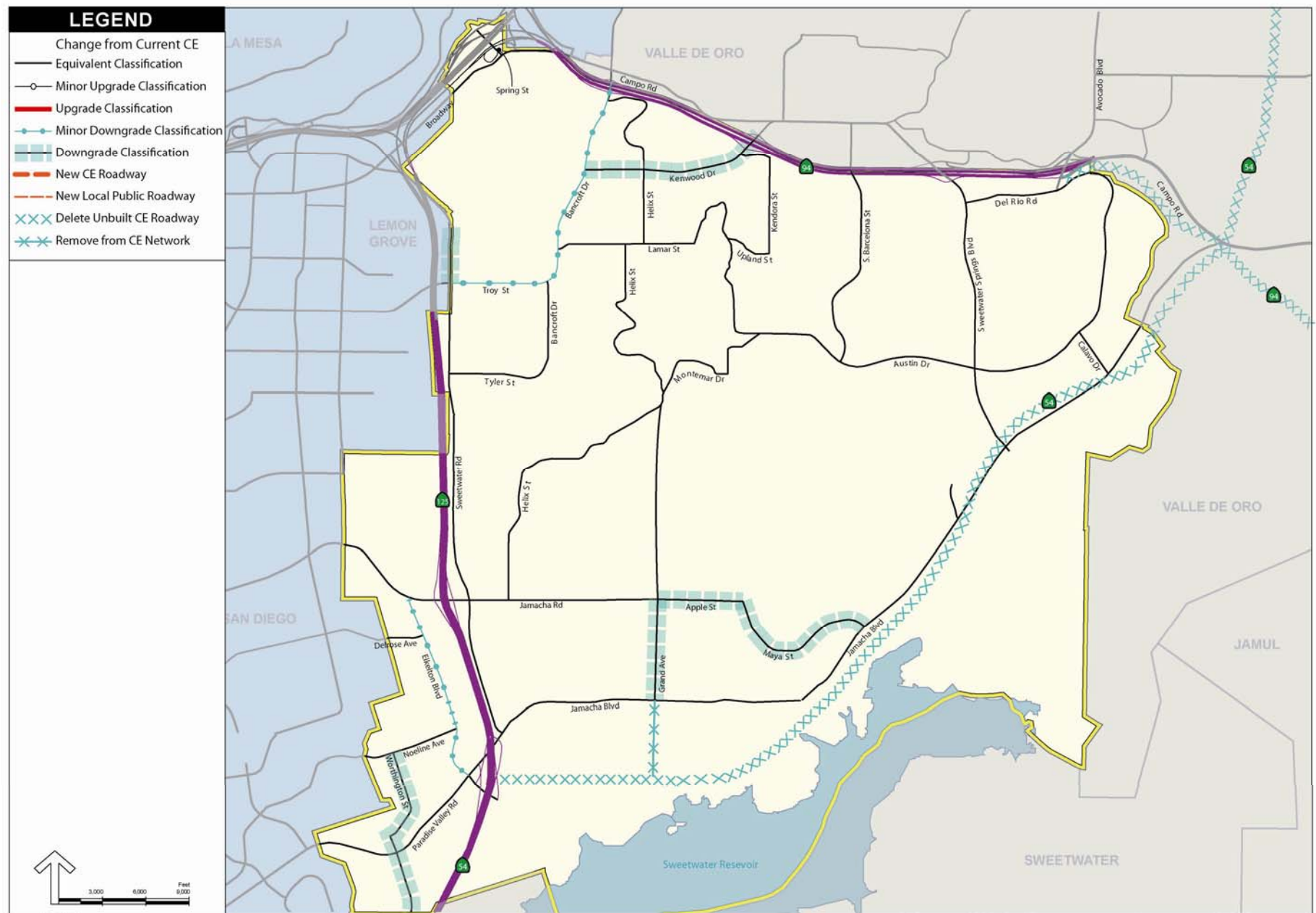
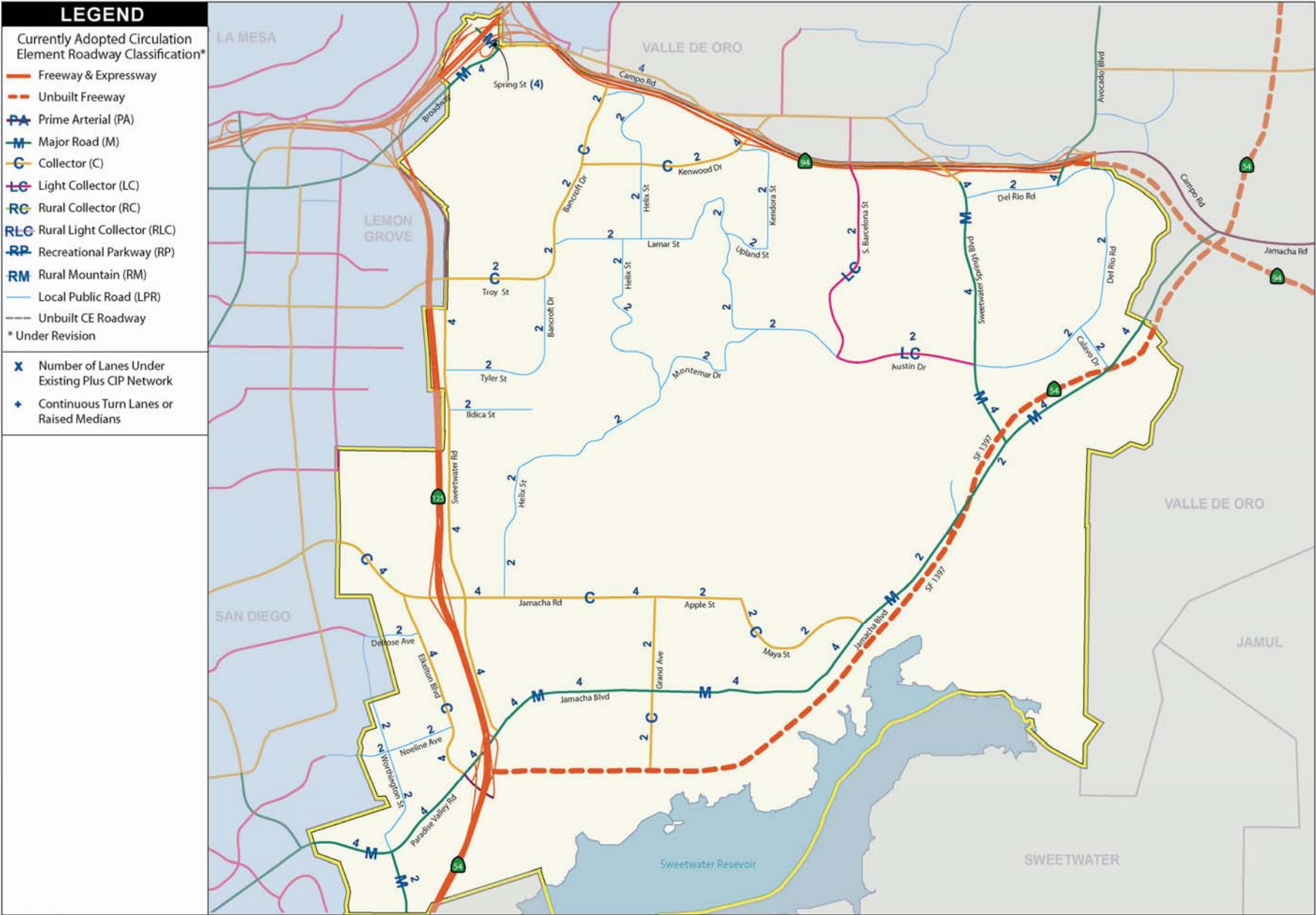


Figure SV-3: Changes to Current CE Network



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Figure SV-4: Existing Plus CIP Network

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<p><b>1 Bancroft Drive (SA 950.2)</b></p> <p><u>Segment</u>: State Route 94 to Troy Street</p> <p><u>Existing Condition</u>: 2 lanes</p> <p><u>Current Classification</u>: Collector Road (4 lanes)</p>	<p><b>Minor Downgrade</b></p> <p>4.2B Boulevard with Intermittent Turn Lane (4+ lanes)</p> <p><i>CPG Preference:</i></p> <p><b>Downgrade Classification</b></p> <p>2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Four lanes are necessary to operate at LOS D or better.</li> <li>• <i>Support Land Use Goals</i> – The Boulevard classification allows for a safer, reduced design speed for a built out industrial/ commercial area with limited ROW.</li> <li>• <i>Planning Group Preference</i> – Retain a two lane road classification to minimize impacts to existing businesses, an elementary school and a County park.</li> <li>• <i>Note</i>: Utilize ROW for 4.1B (84' to 98') due to existing conditions.</li> </ul> <p><b>Note: Caltrans coordination is required to widen the State Route 94 overpass and make interchange operational improvements.</b></p>
<p><b>2 Troy Street (SA 950.2)</b></p> <p><u>Segment</u>: Entire Road</p> <p><u>Existing Condition</u>: 2 lanes</p> <p><u>Current Classification</u>: Collector Road (4 lanes)</p>	<p><b>Minor Downgrade</b></p> <p>4.2B Boulevard with Intermittent Turn Lane (4+ lanes)</p> <p><i>CPG Preference:</i></p> <p><b>Downgrade Classification</b></p> <p>2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Four lanes are necessary to operate at LOS D or better.</li> <li>• <i>Support Land Use Goals</i> – The area this road serves is primarily built out. Significant road improvements or widening would require the redevelopment of the area. The Boulevard classification has a reduced design speed which is more appropriate for this industrial/ commercial area with limited ROW.</li> <li>• <i>Planning Group Preference</i> – Retain a two lane road classification to minimize impacts to existing businesses.</li> </ul> <p><b>Note: Utilize ROW for 4.1B (84' to 98') due to existing conditions.</b></p>

<p><b>3 Kenwood Drive (SC 2122)</b></p> <p><u>Segment:</u> Bancroft Drive to the State Route 94 on/off ramps</p> <p><u>Existing Condition:</u> 2 lanes (plus turn lanes; 4 lanes near SR 94 on/off ramps)</p> <p><u>Current Classification:</u> Collector Road (4 lanes)</p>	<p><b>Downgrade Classification</b></p> <p>2.2D Light Collector with Improvement Options (2+ lanes)</p> <p><i>Intermittent Turn Lanes are the preferred improvement option.</i></p>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Two lanes with intermittent turn lanes are sufficient to operate at LOS D or better. The turn lane on Kenwood Drive (for east bound traffic on State Route 94) should be improved to accommodate more vehicles to avoid queuing during peak commute periods.</li> </ul> <p><b>Note: Caltrans coordination is required to make the interchange operational improvements.</b></p>
<p><b>4 Broadway/Campo Road (SA 1010)</b></p> <p><u>Segment:</u> From the City of Lemon Grove boundary to State Route 94 (Valle de Oro)</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Major Road (4+ lanes)</p>	<p><b>Equivalent Classification</b></p> <p>4.1A Major Road with Raised Median (4+ lanes)</p>	<ul style="list-style-type: none"> <li><i>Road Capacity</i>- Four lanes are necessary to operate at LOS D or better.</li> </ul>
<p><b>5 Sweetwater Road (SF 1269)</b></p> <p><u>Segment:</u> From the City of Lemon Grove boundary to Jamacha Boulevard.</p> <p><u>Existing Condition:</u> 4 lanes (with a continuous turn lane and dedicated turn lanes)</p> <p><u>Current Classification:</u> Prime Arterial (6 lanes) from the City of Lemon Grove to Troy Street; and Collector Road (4 lanes, with intermittent turn lanes) from Troy Street to Jamacha Boulevard.</p>	<p><b>Downgrade Classification/ Equivalent Classification</b></p> <p>4.1B Major Road with Intermittent Turn Lanes (4+ lanes)</p> <p><i>Only a small segment of the northern portion of the road (from the City of Lemon Grove to Troy Street) is recommended to be downgraded from a Prime Arterial to a Major Road.</i></p>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – a 4-lane road is required to operate at LOS D or better.</li> </ul>



<p><b>6 State Route 125/Jamacha Road (SA 990)</b>  <u>Segment:</u> State Route 125 on/off ramps to Sweetwater Road  <u>Existing Condition:</u> 4 lanes  <u>Current Classification:</u> Collector Road (4+ lanes)</p>	<p><b>Equivalent Classification</b>  4.1B Major Road with Intermittent Turn Lanes (4+ lanes)</p>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Four lanes are necessary to operate at LOS D or better, except where operational improvements are required at the interchanges.</li> </ul> <p><b>Note: Small segments of Jamacha Road (west and east of State Route 125) will operate at LOS E/F (40K ADTs). Operational improvements are unfunded in the SANDAG 2030 RTP.</b></p>
<p><b>7 State Route 125/Jamacha Boulevard (SF1397)</b>  <u>Segment:</u> State Route 125 on/off ramps to Gillispie Drive  <u>Existing Condition:</u> 4 lanes  <u>Current Classification:</u> Major Road (4+ lanes)</p>	<p><b>Equivalent Classification</b>  4.1A Major Road with Raised Median (4+ lanes; this could also include intermittent turn lanes)</p>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Four lanes are necessary to operate at LOS D or better, except where operational improvements are required at the interchanges.</li> </ul> <p><b>Note: Small segments of Jamacha Boulevard (west and east of State Route 125) will operate at LOS E/F (35K ADTs). Operational improvements are unfunded in the SANDAG 2030 RTP.</b></p>
<p><b>8 Elkelton Boulevard (SC 2190)</b>  <u>Segment:</u> Jamacha Road to Quarry Road  <u>Existing Condition:</u> 4 lanes  <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p><b>Minor Downgrade</b>  4.2B Boulevard with Intermittent Turn Lane (4+ lanes)</p>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A four lane road is required to operate at LOS D or better.</li> </ul>
<p><b>9 Paradise Valley Road (SA 1050)</b>  <u>Segment:</u> Between SR125 on/off ramps and Grand Avenue  <u>Existing Condition:</u> 4 lanes  <u>Current Classification:</u> Major Road (4+ lanes)</p>	<p><b>Minor Downgrade</b>  4.1B Major Road with Intermittent Turn Lanes (4+ lanes)</p>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A four lane road is required to operate at LOS D or better.</li> </ul> <p><b>Note: Operational improvements are unfunded in the SANDAG 2030 RTP.</b></p>

<p><b>10    Worthington Street (SC 2210)</b>  <u>Segment:</u> Between Paradise Valley Road and the southern planning area boundary (SR54)  <u>Existing Condition:</u> 2 lanes  <u>Current Classification:</u> Major Road (4+ lanes)</p>	<p><b>Downgrade Classification</b>  2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A two lane road with an intermittent turn lanes will operate at LOS D or better.</li> </ul>
<p><b>11    Grand Avenue (SC 2200)</b>  <u>Segment:</u> Apple Street to the southern terminus of Grand Avenue  <u>Existing Condition:</u> 2 lanes  <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p><b>Downgrade Classification</b>  2.2D Light Collector with Improvement Options (2+ lanes)  <i>Raised Median</i>    <i>CPG Preference:</i>  <b>Remove from CE Network</b>  Retain the short segment south of Jamacha Boulevard as a local public road.</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A two lane road with a raised median should operate at LOS D or better.</li> <li>• <i>Support Land Use Goals</i> – The raised median could provide an opportunity for landscaping that would enhance this older commercial area.</li> </ul>
<p><b>12    Apple Street (SA 990)</b>  <u>Segment:</u> Grand Avenue to Maya Street  <u>Existing Condition:</u> 2 lanes  <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p><b>Downgrade Classification</b>  2.2E Light Collector (2 lanes)</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Although the threshold capacity will be slightly exceeded, it does not justify a four lane road reclassification.</li> <li>• <i>Support Land Use Goals</i> – Widening Apple Street to four lanes would severely impact this established single-family neighborhood where the existing ROW is very limited. The proposed classification will require that a parking prohibition is enforced on one side of the street.</li> </ul> <p><b>Note: The proposed classification for this segment will operate at LOS E (12.9K ADTs).</b></p>

<p><b>13 Maya Street (SA 990)</b>  <u>Segment:</u> Between the intersection of Apple Street and Maya Street and Jamacha Boulevard  <u>Existing Condition:</u> 2 lanes  <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p><b>Downgrade Classification</b>  2.2E Light Collector (2 lanes)</p>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Two lanes are necessary to maintain an LOS A-C.</li> </ul>
<p><b>14 Jamacha Boulevard (SF 1397)</b>  <u>Segment:</u> Pointe Parkway to Sweetwater Springs Boulevard  <u>Existing Condition:</u> 2 lanes  <u>Current Classification:</u> Major Road (4+ lanes)</p>	<p><b>Equivalent Classification</b>  4.1A Major Road with Raised Median (4+ lanes)</p>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Operational improvements (dedicated turn lanes) at the intersection of Jamacha Boulevard and Sweetwater Springs Boulevard should address the LOS deficiency.</li> <li><i>Support Land Use Goals</i> – The raised median should facilitate safer traffic movements at this key intersection in the community.</li> </ul> <p><b>Note: A small segment south of Sweetwater Springs Boulevard will operate at LOS F (43K).</b></p>
<p><b>15 Sweetwater Springs Boulevard (SA 970)</b>  <u>Segment:</u> State Route 94 on/off ramps to Del Rio Road  <u>Existing Condition:</u> 4 lanes  <u>Current Classification:</u> Major Road (4+ lanes)</p>	<p><b>Equivalent Classification</b>  4.1A Major Road with Raised Median (4+lanes)</p>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A four lane road is required to operate at LOS D or better. A dedicated turn lane at the SR94 on/off ramp will improve the LOS deficiency.</li> <li><i>Support Land Use Goals</i> – A raised median will facilitate safer traffic movements for this road segment located within a mixed use area.</li> </ul> <p><b>Note: A short segment south of State Route 94 will operate at LOS E.</b></p>

<p><b>16A Austin Drive (SC 2130)</b>  <u>Segment:</u> Avenida Bosques to Sweetwater Springs Boulevard  <u>Existing Condition:</u> 2 Lanes  <u>Current Classification:</u> Light Collector (2+ lanes)</p>	<p><b>Minor Upgrade</b>  2.2A Light Collector with Raised Median (2+ lanes)</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Two lanes are required to operate at LOS D or better. Operational improvements at the intersection of Austin Drive and Sweetwater Springs Boulevard will improve the LOS deficiency.</li> <li>• <i>Support Land Use Goals</i> – The raised median would provide controlled and safer traffic movements at a major intersection with commercial and civic land uses.</li> </ul>
<p><b>16B Austin Drive (SC 2130)</b>  <u>Segment:</u> South Barcelona Street to Avenida Bosques  <u>Existing Condition:</u> 2 Lanes  <u>Current Classification:</u> Light Collector (2+ lanes)</p>	<p><b>Equivalent Classification</b>  2.2E Light Collector (2 lanes)</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better.</li> </ul>
<p><b>17 South Barcelona Street (SC 2110)</b>  <u>Segment:</u> Between State Route 94 and Austin Drive  <u>Existing Condition:</u> 2 lanes  <u>Current Classification:</u> Light Collector Road (2+ lanes)</p>	<p><b>Equivalent Classification</b>  2.2E Light Collector (2 lanes)</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Two lanes are sufficient to operate LOS D or better.</li> </ul>